Maryland Historical Trust

Maryland Inventory of Historic Properties number: BA-956 ✓

Name: CUBA RD. BRIDGE

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended X Eligibility Not Recommended _____

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments: _____

_____

_____

Reviewer, OPS: Anne E. Bruder Date: 3 April 2001

Reviewer, NR Program: Peter E. Kurtze Date: 3 April 2001

MARYLAND INVENTORY OF HISTORIC BRIDGES **MHT No. BA-956**
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

SHA Bridge No. B-29 **Bridge name** Cuba Rd. Bridge

LOCATION:
Street/Road name and number [facility carried] Cuba Road over Western Run

City/town Butler **Vicinity** _

County Baltimore

This bridge projects over: Road_____ **Railway**____ **Water** X **Land** _____

Ownership: State **County** X **Municipal** _____ **Other** _____

HISTORIC STATUS:
Is the bridge located within a designated historic district? Yes _____ **No** _
National Register-listed district _____ **National Register-determined-eligible district** _____
Locally-designated district _____ **Other** _____

Name of district ____Western Run-Belfast Road_____

BRIDGE TYPE:
Timber Bridge _____:
Beam Bridge _____ **Truss -Covered** ____ **Trestle** _____ **Timber-And-Concrete** ____

Stone Arch Bridge _____

Metal Truss Bridge X

Movable Bridge _____:
Swing _____ **Bascule Single Leaf** ___ **Bascule Multiple Leaf** ___
Vertical Lift _____ **Retractile**_____ **Pontoon** _____

Metal Girder_____:
Rolled Girder _ **Rolled Girder Concrete Encased** _____
Plate Girder _____ **Plate Girder Concrete Encased** _____

Metal Suspension _____

Metal Arch _____

Metal Cantilever _____

Concrete ___:
Concrete Arch_____ **Concrete Slab** _ **Concrete Beam** _____ **Rigid Frame** _____
Other _____ **Type Name** _____

BA-C/56

DESCRIPTION:
Setting: Urban _____ **Small town** _____ **Rural** X

Describe Setting:
Bridge B-29 carries Cuba Road over Western Run approximately 0.42 mile south of Western Run Road. Cuba Road runs generally in a north/south direction in the area while Western Run flows to the east/west. The bridge is situated in a rural area. The area is relatively undeveloped with few residential buildings around the bridge.

Describe Superstructure and Substructure:
Bridge B-29 is a single lane, single span, wrought iron Pratt through truss measuring 112 feet in total length. It has seven panels of 16'-0" and features diagonal endposts. The top chord is a built-up section of 2 channels with cover plates and lacing bars. The bottom chord consists of 2 eyebars. The floor system has timber stringers and I-beam floorbeams. All verticals consist of 2 channels with lacing bars; diagonals consist of paired eyebar rods (of rectangular section). All connections are pinned. The width of the roadway is 16'-10" between centerline of trusses. There is no sidewalk on the bridge and the truss members are protected by a simple steel guard rail and 8" x 6" timber wheel guards. The bridge has a 90° alignment to Western Run. The abutments are stone masonry with flared masonry wingwalls. There are two plaques on the bridge; each at midspan on the lateral of both portals. The plaques record Wrought Iron Bridge Company of Canton, Ohio as the Builders.

Discuss Major Alterations:
The bridge was partially rehabilitated in 1970 and in 1979. In 1970 the floor system was replaced, several truss verticals (u_1 - l_1) were replaced and the bases of the stone masonry abutments were encased in concrete. In 1979, the endposts and top chords were strengthened and several lower chords and diagonal members were replaced with A36 steel.

HISTORY:
WHEN was the bridge built 1892-1893
This date is: Actual X **Estimated** _____
Source of date: Plaque _____ **Design plans** ___ **County bridge files/inspection form** ____
Other (specify): X Journal of Proceedings of County Commissioners

WHY was the bridge built?
The road from Western Run Turnpike to Texas was being realigned (now Cuba Road) at its crossing with Western Run and the County Commissioners were building a bridge at this new location.

WHO was the designer?
Wrought Iron Bridge Company, Canton, Ohio

WHO was the builder?
Wrought Iron Bridge Company, Canton, Ohio, which was paid $1250.00 in May 1893 for completing construction.

WHY was the bridge altered?
The bridge was altered to maintain load capacity.

Was this bridge built as part of an organized bridge-building campaign?
Baltimore County contracted with the Wrought Iron Bridge Company to erect three bridges in 1892-1983: one was for Stemmers Run, one was for Piney Run, and one was for Western Run.

BA-756

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

A - Events ___X___ **B- Person** _____

C- Engineering/architectural character ___X___

Was the bridge constructed in response to significant events in Maryland or local history?

Bridge B-29 was one of a large number of metal truss bridges built in Maryland in the late nineteenth and early twentieth centuries. Metal trusses built in the late nineteenth century were frequently of wrought iron construction and featured pinned connections. During the late nineteenth century Baltimore County advertised and built a number of metal truss bridges.

General Truss Bridge Trends

The first metal truss bridges in the United States were built to carry rail and canal traffic. A rapidly expanding railroad network, with needs for long spans, heavy load capacity and rapid construction, served as the impetus for advances in metal truss technology from the mid-nineteenth century to its close. The earliest metal truss forms of the United States were patented and introduced between 1830 and the Civil War, including the popular Pratt (1844) and Warren (1848) types.

From the Civil War through the end of the century metal truss technology improved in response to increasing loads and speeds, and new transportation needs; steel began to replace iron; numerous "bridge works" and "iron works" were established in the eastern U.S. for fabricating and shipping the truss components to the bridge site; and expanding road networks required a low cost, expedient bridge type.

General Trends in Maryland

In Maryland, the earliest metal truss bridges carried rail lines, including the Baltimore & Ohio (B&O) and the Baltimore and Susquehanna Railroads. As early as 1849, B&O Chief Engineer Benjamin H. Latrobe recommended the construction of metal truss bridges for "large crossings"; in 1850 he reported "much satisfaction" with the future of iron bridges after constructing the metal truss bridge at Savage.

Numerous metal truss bridges were manufactured in Baltimore, the early industrial hub of bridge building activity in the state, from the 1850s through the 1880s. Among the early bridge builders in the 1850s and 1860s were former B&O employees, B.H. Latrobe and Wendell Bollman, founders of competing Baltimore bridge building companies. Historical research identified more than twenty-five bridge companies that built truss bridges in the state between 1850 and 1920. Among these were the Wrought Iron Bridge Company, King Iron Bridge Company, Patapsco Bridge and Iron Works, Baltimore Bridge Company, Pittsburg Bridge Company, Penn Bridge Company, Smith Bridge Company, Groton Bridge and Manufacturing Company, Roanoke Iron and Bridge Company, York Bridge Company, Vincennes Bridge Company, Bethlehem Steel Company, American Bridge Company.

The location of the Baltimore & Ohio Railroad, Baltimore bridge fabricators, and the urban needs of the city and its environs resulted in the erection of numerous early truss bridges in Baltimore and the surrounding area. Initially constructed for the railroads, their use quickly came to replace the earlier timber bridges on Baltimore roads.

From Baltimore, the use of the metal truss spread to other parts of the state, with County Commissioners in the Piedmont and Appalachian Plateau counties erecting numerous metal trusses from the 1870s to the early twentieth century.

Baltimore County Trends

Perhaps due to its proximity to Baltimore City and the city's importance for metal truss bridge building in Maryland, Baltimore County appears to have taken the lead among Maryland counties in erecting metal truss bridges at an early date, not always with the happiest of results. By 1868 the county apparently had erected an iron truss bridge in Phoenix, a bridge that met the same fate as so many in 1868 and was washed away by the floods of November (MD Journal 1868). Although metal trusses were more resistant to this sort of misfortune than the timber bridges they were beginning to replace, the loss of this bridge may have caused some second thoughts about the invincibility of metal trusses, for in 1874 the county solicited sealed proposals "for building an open wooden truss bridge, on the Burr Truss plan, over the Gunpowder Falls..." (Proposals for a Bridge 1874).

Despite this regression, there is a great deal of evidence that metal truss bridges were totally back in favor by the 1880s. A number of truss bridges were advertised in the 1870s and 1880s. As an example, in 1884 H.A. Nagle, Superintendent of Bridges for Baltimore County, advertised for sealed proposals for "a wrought iron Pratt truss bridge over the Big Gunpowder Falls". Nagle was very specific about what type of bridge the county wanted, stipulating that "parties tendering must furnish a clearly made out strain sheet of their design" for a "through bridge, consisting of one span 86 feet between masonry" with a roadway "12 feet wide in the clear and not less that 13 feet high in the clear" (Proposals for an Iron Bridge 1884).

Such advertisements attracted responses from a number of companies; one such advertisement for yet another bridge over Gunpowder Falls received bids from nine bridge companies, including The Penn Bridge Company, H.A. Ramsay and Sons, Pittsburg Bridge Company, the Wrought Iron Bridge Company, and the King Bridge Company. (Bids for an Iron Bridge 1888). Clearly, the Superintendent of Bridges was able to satisfy his requirements for metal truss bridges in Baltimore County.

Five extant metal truss bridges were identified in Baltimore County as a result of SHA's 1994-1995 historic bridge survey:

B-17, a single span Pratt truss built in 1879
B-18, a single span Pratt truss built in 1888
B-29, a single span Pratt truss built in 1893
B-45, a single span Pratt truss built in 1898
B-54, a single span Parker truss built in 1934

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Historical research indicates that this bridge was a new bridge at its location, a part of a road upgrade; thus it would have facilitated travel in this area of Baltimore County.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?

The bridge is not located in an area which may be eligible for historic designation.

Is the bridge a significant example of its type?

The bridge is a significant example of a wrought iron Pratt truss.

Does the bridge retain integrity of important elements described in Context Addendum?

BA-956

The bridge has lost integrity of a number of its character defining elements, including the entire floor system, and isolated lower chords, verticals, and diagonals. The replaced members have been replaced with steel of compatible section and do not visibly detract from the historic appearance of the truss. Although a number of character-defining elements have been replaced on this truss, the replacement has been sensitive, the bridge retains enough of its integrity to represent its type, which is a rapidly diminishing resource type.

This bridge retains integrity of location, design, setting, feeling and association.

Is the bridge a significant example of the work of a manufacturer, designer, and/or engineer?
The bridge is a significant example of the Wrought Iron Bridge Company of Canton, Ohio.

The bridge was built by the Wrought Iron Bridge Company of Canton, Ohio. Organized in 1864 by David Hammond and incorporated in 1871, the company was an early and prolific wrought iron bridge builder.

The company published a 'Book of Designs' in 1874, which featured a history of wrought iron bridge building in the U.S. and Europe and a detailed record of the firm's experience. Numerous plans illustrated the variations available.

Like so many of the early bridge builders, the Wrought Iron Bridge Company was eventually bought out by the American Bridge Company. In 1901 the American Bridge Company was purchased by and became a subsidiary of United States Steel, presently known as USX. Purchased by Mr. Brock Rowley, the American Bridge Company was reorganized in early 1987 and presently operates independently with headquarters in Pittsburgh, Pennsylvania.

Should the bridge be given further study before an evaluation of its significance is made?
Bridge B-29 is listed in the Maryland Historical Trust's Inventory of historic sites. No further study is recommended.

BIBLIOGRAPHY:
County inspection/bridge files X **SHA inspection/bridge files**
Other (list):
County survey files of the Maryland Historical Trust

Baltimore County Historical Society files

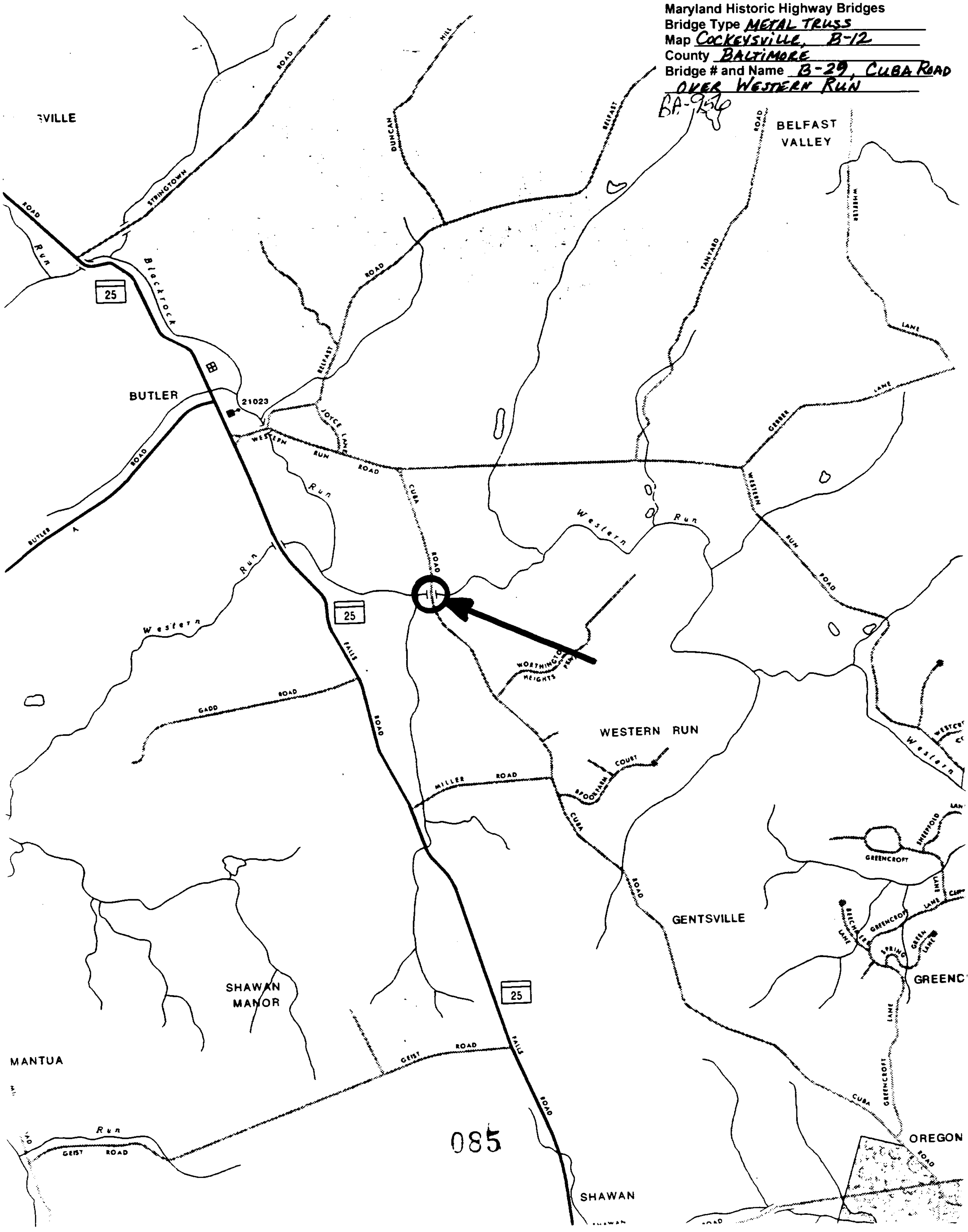
P.A.C. Spero & Company and Louis Berger & Associates, *Historic Highway Bridges in Maryland: Historic Context Report.* Prepared for the Maryland State Highway Administration.

SURVEYOR:
Date bridge recorded January 1996

Name of surveyor Paula Spero/Colin Farr
Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Suite 412, Baltimore, Maryland 21204
Phone number 410-296-1635 **FAX number** 410-296-1670

Maryland Historic Highway Bridges
Bridge Type METAL TRUSS
Map COCKEYSVILLE, B-12
County BALTIMORE
Bridge # and Name B-29, CUBA ROAD OVER WESTERN RUN

BA-956



085

B 29 west elevation 18

1) HA 956 ← Cuba Road Bridge

2) [illegible]

3) Baltimore

4) Colin Farr

5) Feb. 1996

6) P.A.C. Spero + Company, Towson MD 21204

7) [illegible] Cuba Rd. Bridge, west elevation

8) 1 of 10

B29 N #4 APP. 3

1) B1 - 58
2) — Cuba Road Bridge
3) Baltimore
4) Colin Fair
5) Feb. 1996
6) P.A.C. Spero & Company Towson MD 21204
7) Cuba Road Bridge, No. 43 approach
8) 2 of 10

1) BA-956
2) Cuba Road Bridge
3) Baltimore
4) Colin Farr
5) Feb 1994
6) P.A.C. Spero & Company, Towson, MD 21204
7) Cuba Rd. Bridge, truss members
8) 3 of 10

B29 Top Chord

1) BA-956
2) Cuba Road Bridge
3) Baltimore
4) Colin Farr
5) Feb 1996
6) P.A.C Spero & Company, Towson, MD 21204
7) Cuba Road Bridge, Top Chord
8) 4 of 10

B29 Bridge Plate 17

1) BA-956
2) Cuba Road Bridge
3) Baltimore
4) Colin Ford
5) Feb 1996
6) P.A.C Spero & Company, Towson MD 21204
7) Cuba Road Bridge, Bridge Plate
8) 5 of 10

B29 Bollman Chord [illegible] 20

1) BA-456
2) Union Road Bridge
3) Bollman
4) Colin Farr
5) Feb [illegible]
6) P.A.C. Spero & Company, Towson MD 21204
7) Union Road Bridge, Bottom chord
8) 6 + 15

329 S/E Bearing Plates 9

1) HF-PK
2) Cuba Road Bridge
3) Baltimore
4) Colin Faust
5) Feb 1996
6) P.A.C Spero Company Towson MD 21204
7) Cuba Road Bridge, I/O connection & bearing
8) 7 of 10

8=9 [illegible] 21

1) BA-956
2) Cuba Road Bridge
3) Baltimore
4) Colin Farr
5) Feb 1996
6) P.A.C Spero & Company, Towson, MD 21204
7) Cuba Road Bridge, Southwest bearing & Stone abutment
8) 8 of 10

629 Under deck

1) BA 956
2) Cuba Road Bridge
3) Baltimore
4) Colin Farr
5) Feb 1990
6) P.A.C. Spero & Company, Towson MD 21204
7) Cuba Road Bridge, underdeck
8) 9 of 10

B27 welded plate girder 2

1) BA-956
2) Cuba Road Bridge
3) Baltimore
4) Cockeysville
5) Feb 1996
6) PAC Spec Company, Towson, MD 21204
7) Cuba Rd Bridge, floor beam & lateral bracing
8) 10 of 10

= 97-02036

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Cuba Road Bridge over Western Run Survey Number: BA-956

Tax Parcel #: _____

Project: Deck Replacement Agency: COE

Site visit by MHT Staff: X no ___ yes Name _____ Date _____

Eligibility recommended X Eligibility **not** recommended _____

Criteria: XA X B X C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None

Justification for decision: (Use continuation sheet if necessary and attach map)

The Cuba Road Bridge, located in rural Baltimore County, was included in the Statewide Inventory of Historic ~~Bridges~~ Bridges. It was reviewed by the interagency bridge committee and found to be eligible for listing on the National Register, in addition to being located within the Western Run Historic District, listed on the National Register.

The Cuba Road bridge is a single-lane, single-span, wrought iron Pratt through truss measuring 112 feet in total length. It was built in 1892-1893 by the Wrought Iron Bridge Company from Canton, Ohio. Cuba Road Bridge is one of five extant metal truss bridges in Baltimore County and survives as a significant example of its type and a significant example of the work of the Wrought Iron Bridge Company. The Cuba Road Bridge meets National Register Criteria A, B, and C.

Documentation on the property/district is presented in: Statewide Inventory of Historic Bridges Notebooks; Review and Compliance Files

Prepared by: Inventory form prepared by Paula Sperro, Jan. 1996

Kimberly Prothro Williams — August 7, 1997
Reviewer, Office of Preservation Services — Date

NR program concurrence: X yes ___ no ___ not applicable

Peter A. Kurtze — 8/12/97
Reviewer, NR program — Date

Survey No. BA-956

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

____	Eastern Shore	(all Eastern Shore counties, and Cecil)
____	Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
__X__	Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
____	Western Maryland	(Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

____	Paleo-Indian	10000-7500 B.C.
____	Early Archaic	7500-6000 B.C.
____	Middle Archaic	6000-4000 B.C.
____	Late Archaic	4000-2000 B.C.
____	Early Woodland	2000-500 B.C.
____	Middle Woodland	500 B.C. - A.D. 900
____	Late Woodland/Archaic	A.D. 900-1600
____	Contact and Settlement	A.D. 1570-1750
____	Rural Agrarian Intensification	A.D. 1680-1815
____	Agricultural-Industrial Transition	A.D. 1815-1870
__X__	Industrial/Urban Dominance	A.D. 1870-1930
____	Modern Period	A.D. 1930-Present
____	Unknown Period (___ prehistoric	___ historic)

III. Prehistoric Period Themes:

____	Subsistence
____	Settlement
____	Political
____	Demographic
____	Religion
____	Technology
____	Environmental Adaptation

IV. Historic Period Themes:

____	Agriculture
____	Architecture, Landscape Architecture, and Community Planning
____	Economic (Commercial and Industrial)
____	Government/Law
____	Military
____	Religion
____	Social/Educational/Cultural
__X__	Transportation

V. Resource Type:

Category: Structure

Historic Environment: Rural

Historic Function(s) and Use(s): Transportation/Bridge

Known Design Source: Wrought Iron Bridge Company, Canton, Ohio

Cuba Road Bridge
Cuba Road spanning
Western Run
Accessible to public
Ca.1875-1885

While it has no date plaque, as did others of its type (notably the Markton Bridge in My Lady's Manor which was destroyed in 1975), the Cuba Road Bridge probably dates from the same period, 1875-1885. It is one of the last remaining wrought-iron bridges in the region, the only one in the Western Run-Belfast Road District. These bridges were the first generation of manufactured structures to replace the earlier wooden covered or stone bridges; indeed their form is reminiscent of the covered bridge.

MARYLAND HISTORICAL TRUST

BA-956

MAGI #0309565017

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

Iron
Cuba Road Bridge

AND/OR COMMON

2 LOCATION

STREET & NUMBER

Cuba Road spanning Western Run

CITY, TOWN

Butler

__ VICINITY OF

CONGRESSIONAL DISTRICT

8

STATE

Maryland

COUNTY

Baltimore

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	X PUBLIC	__OCCUPIED	__AGRICULTURE	__MUSEUM
__BUILDING(S)	__PRIVATE	X UNOCCUPIED	__COMMERCIAL	__PARK
X STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	__YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	X YES: UNRESTRICTED	__INDUSTRIAL	X TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME

Baltimore County Maryland

Telephone #: 494-3100

STREET & NUMBER

111 Chesapeake Avenue

CITY, TOWN

Towson

__ VICINITY OF

STATE, zip code

Md. 21204

5 LOCATION OF LEGAL DESCRIPTION

Liber #:
Folio #:

COURTHOUSE, REGISTRY OF DEEDS, ETC. No deed recorded

STREET & NUMBER

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

None

DATE

__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

B-4-96

CONDITION		CHECK ONE	CHECK ONE
X EXCELLENT	__DETERIORATED	X UNALTERED	X ORIGINAL SITE
__GOOD	__RUINS	__ALTERED	__MOVED DATE_____
__FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Signed by an ornamental plaque above each end as follows:

WROUGHT IRON BRIDGE CO.
BUILDERS
CANTON, OHIO

the Cuba Road Bridge over Western Run is a five panel modified Pratt truss, supported at each end on rubble stone abutments.

The bridge consists of an iron truss with inclined end posts extending above either side of the roadway, connected at the top. The top chord consists of a pair of channels connected on the top by a riveted plate, on the bottom by a lattice of flat bars. Vertical compression members are pairs of channels with a lattice of flat bars forming the web; diagonal tension members of iron rods criss-cross each other in each panel, those of the two outer panels extending down toward the middle of the bridge being in pairs. Above the roadway, the panel points are connected by iron beams and sway bracing of intersecting diagonal rods connects each corner of each bay thus formed.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE
__1600-1699	__ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN
__1700-1799	__ART	X__ENGINEERING	__MUSIC	__THEATER
X1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	XTRANSPORTATION
__1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)
		__INVENTION		

SPECIFIC DATES Unknown **BUILDER/ARCHITECT** Unknown

STATEMENT OF SIGNIFICANCE

While it has no date plaque, as did others of its type (notably the Monkton Bridge in My Lady's Manor which was destroyed in 1975) the Cuba Road bridge probably dates from the same period, 1875-1885. It is one of the last remaining wrought-iron bridges in the region, the only one in the Western Run-Belfast Road District. These bridges were the first generation of manufactured structures to replace the earlier wooden covered or stone bridges; indeed their form is reminescent of the covered bridge.

CONTINUE ON SEPARATE SHEET IF NECESSARY

B-1-956

9 MAJOR BIBLIOGRAPHICAL REFERENCES

None

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Less than 1 acre

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
STATE	COUNTY

11 FORM PREPARED BY

NAME / TITLE
Catharine F. Black and James T. Wollon, Jr. AIA

ORGANIZATION
For Valleys Historical District Project

DATE
Nov. 1976

STREET & NUMBER
1114 Bellemore Rd.

TELEPHONE
323-3798

CITY OR TOWN
Baltimore

STATE
Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

Bridge No 27

CUBA ROAD BRIDGE BA 956

The main clue to the date of the Cuba Road bridge is an agreement with Shadrach Ensor. Our history of the Spring Garden Farm and Spring Garden's Addition on the present Cuba Road ties in with Shadrach Ensor. The name Cuba Road is not used at this time, nor in a petition of 1898.

Journal of Proceedings of the County Commissioners
Vol. 8, f. 538 November 2, 1892:

Agreement with Shadrick Ensor

Whereas the County Commissioners of Baltimore County are about to erect a Bridge across Western Run, on the line of the Road leading from Western Run Turnpike to Texas, Baltimore County, and it is desirable to change slightly the location of said road where it crosses said Western Run, Now therefore in consideration of the premises, I Shadrach Ensor, do hereby agree to allow said change to be made in accordance with the plan of Wm. H. Shipley, Engineer, I owning the land upon which said change is to be made.

Test: John Bond
Carroll Ensor Oct. 31/92 Shadrach his X Ensor mark

Unable to Finish Bridges.--Tuesday, 29th, ult., the County Commissioners were notified by the Wrought Iron Bridge Company, of Canton Ohio, that on account of a strike among their employees, they were unable to furnish within the contract time the bridges now being made for the county. The company was to have two bridges completed November 15th. One was for Stemmers Run and the other for Western Run. It was also to have finished one at Piney Run by December 1st. The bridges willl be finished in early January.

--Maryland Journal, December 3, 1892

Journal of Proceedings of the County Commissioners
Vol. 9, f. 67 May 10, 1893:

Ordered that the Treasurer pay G. W. Drury, Agt., W.I.B. Co., Thirty nine hundred & twenty four Dolls. in full for contract for bridges: Western Run, $1250.00; Stemmers Run, $775.00; Ensor's Mill $649.00. Levy 1893.

NOTE: The bridge in 1987 still carried its manufacturer's nameplate, Wrought Iron Bridge Co., Canton, Ohio.


MAXIMUM
WEIGHT LIMIT
10 TONS
SPEED LIMIT
15 MPH

BA-956

BA-956

BA-956

956
BA- [illegible]

BA-956

BA-956

BA-956

BA-956